

UNDER THE GUISE OF CIVIL RIGHTS

An Editorial

We utterly deplore the situations that are being created in some of the principal cities across our nation which are stemming from Demonstrations "Under the Guise of Civil Rights" and which are ending up in violence, disorder, looting, thievery, bloodshed and intimidation of the majority of the populace.

What has happened to the backbone of our nation when we, the public, have idly sat by and allowed our elected representatives and leaders to cram a 'so-called Civil Rights Bill' down our throats, with the passage of which appears to have been the signal for a "Mass Case of Civil Disobedience" coming from the approximate 16 per cent favored minority.

We took a stand, Editorially, against the passage of this bill since we felt it was not fair for the Federal Government to step in and deprive the individual businessman of the right to hire whomever he desires as well as control and set up the standards for serving his prospective clientele. — Yet, the bill was passed, with both of our Senators from New York State voting for it!

Now, Civil Rights are being taken away daily from innocent citizens which compose the vast majority of the populace. But what is Congress in Washington doing about it? It appears as if Administration Officials feel that this is a local matter for the States or Cities to cope with as best they can.

In fact, over this past week-end, in a news item appearing on the front page of the Sunday Buffalo Courier Express, the headlines read: "Black Nationalist Vows Take-Over."

James Lawson, President of the United African Nationalist Movement is quoted as saying: "The black man is going to own every bank, every business and every hot dog stand in his neighborhood. We are going to elect a mayor, elect a police chief, elect a president, elect everybody and we are going to let the whole damn country know that the black people are united."

What do all the "do-gooders" have to say about statements made like this in public assemblages? They have been quick enough to condemn the Ku Klux Klan, The Southern Conservatives and other organizations and people that opposed the passage of the "Civil Rights Bill"—but what are they saying, to, or about, the organizations or individuals that are telling the Negroes that they can get away with "Civil Disobedience"?

Now, the Schools are "Integrated" so that in the Cities—if you are white children, despite the fact that you might live right next door to a school, you might be shipped clear across the city to another school so that you can be properly "integrated" — and to hell with your education!

If you are a school teacher in a city school—you have to bend over backward so as not to offend a colored student, and if you give one of them a failing mark you are subject to abuse and even threats and are accused of "discrimination". We have talked with several teachers from the cities and they tell us that the colored students get away with things that the white students are punished for. Is this the proper attitude and spirit of fair play to bring children up under?

If you are a police officer—how would you like to be in the position of having to fear the threats of "discrimination" and "Police Brutality" when in the pursuit of enforcing law and order? If the colored law violators obeyed police officers—there would be no occasion for disputes about brutality!

From our standpoint of view it would seem that if federal power is to be invoked to forbid discrimination in employment and "public accommodations" on the ground of race or color; it should also see to it that civil rights are not taken away from white people by means of mob violence and riots!

"Red's" Racetrack Rambles

Hello again all you racing fans!

Well, the weekends racing schedule found Eddie Anchor of LeRoy winning his first feature of 1964 at the Angelica Raceway, Friday Night. The race was completely restarted twice, after the entire field was unable to complete the first lap. The first red flag appeared after Corky Hewitt spun out in the 4th turn and Dick Flaig spun out to miss him. The next mishap was a four car tangle in the 2nd turn. As the green flag unfurled the third time, Wee Willie Bennett took the lead, which he held for several laps with his swift Pontiac until Ray Jordan guided his Chevy into the top spot. On the 8th lap the race was halted after Moe Kessler and Don Klink spun out and stalled, partially blocking the 2nd turn. Jordan led again on the restart with Wee Willie Bennett, Eddie Anchor, Dick Flaig and Corky Hewitt in hot pursuit. Jordan led through the 14th lap until he went high in the 2nd turn and Anchor and Flaig ducked by on the inside to take the first two positions. These boys battled down to the wire with their '61 Chevys, with Anchor first to duck under the checkered flag, and Flaig tight behind him. Wee Willie Bennett wrapped up the 3rd spot with Moe Kessler 4th and Corky Hewitt 5th.

The claimer feature was completely restarted after Glenn Davis rolled on the 2nd turn of the opening lap. On the restart, Doug Perry took the lead and held it for one lap. Bob Laird then jumped into the top spot which he held until the 17th lap when he went over the 2nd turn. This moved Dutch Strang and his potent Hudson into the lead and the Dutchman held for his first Angelica victory of the year. John Weaver recovered from a bad slide in the fourth turn to come back and duel with Strang and take the second spot with Bill Tingle third, Herb Layfield 4th and Bob Miller, 5th.

Pete Ringus was unable to run the late model feature as he was sidelined by a broken radiator.

The semi's were the night's thrillers as usual, with Jordan and Don Klink battling for the lead in the first one and then bumping together long enough to permit Corky Hewitt to sneak by them and take the checkered flag. The second semi was a preview of the feature with Flaig and Anchor locked in battle, only with Flaig nosing out Anchor at the finish.

The claimer car consolation was halted after Randy Barrows and Red Cummins locked bumpers on the backstretch with Cummins rolling over in the infield and Barrows taking several rolls down the track.

At the Ocean Speedway Saturday night, School Teacher Ray Jordan No. 3, of Cuba, came roaring back this week to win a beautifully contested race which found "Little Joe" Tomes, No. 13, of Ocean, pushing Ray for almost the entire race. Ray successfully maneuvered through the pack and took the lead on about the 5th lap with "Little Joe" Tomes, the winner of last week's feature, right on his bumper.

Lap after lap, these two closely-matched contenders wove their way through traffic, passed other cars, and yet stayed in the same respective positions. At times it seemed as though "Little Joe" practically had it made only to have Ray, through sheer power, pull ahead on the straightaway.

Jim Hakes, No. 37, of Ocean, in the early portion of the race was running close behind these leaders, but in the final stages of the feature, seemed to have a little engine trouble and dropped off the pace a little ways. The stark drama and suspense of this closely matched contest had the racing fans standing up and cheering in the entire latter part of the race.

With most of the spectators' eyes on the two leaders (including the starter, track photographer, and many others), almost everyone missed the exciting turn of events that was building up on the No. 4 turn, as a chain reaction set in which was started by one of the

cars hitting a stalled car and then falling out onto the track. Car after car, including Jim Hakes, No. 37, plowed into this tortured mass of twisted metal, until the entire track was almost completely blocked. Jim Hakes' car got the worst of it, after having hit one of the cars himself, he was clobbered and battered time and again by each succeeding car until his No. 37, was completely totaled out. This was the situation that the two leaders of the race were greeted with as they flew around that No. 3 turn to complete the last lap of the race.

Ray Jordan, the number one car desperately "spiked" his brakes but wasn't able to stop in time, and "Little Joe" who was still in close pursuit, swerved madly, bounced off of Ray's car and careened into the infield where his car finally "conked out", after hurtling this obstacle course.

Miraculously, Zon Davison, No. 39, from Cuba, "threaded the eye of the needle" and managed to cross the finish line, but since the track by this time was completely blocked off, with the two lead cars being taken out, the race was officially declared finished as the end of the 24th lap, which left Ray Jordan as the No. 1 car, Joe Tomes as the runner up, and Zon Davison in the third slot.

With 36 cars starting the feature out of the original 41 Sportsmen in the pits, only one restart was necessary. Although the track had the appearance of another obstacle race, with cars abandoned in different positions around the track, Richard Kilgour, No. 88, who started toward the back of the field, ended up in the 1st position taking the checker, with Bob Bowen, No. 18, of Elliottville, copping the 2nd spot, and Otto Petrillo, No. 17, Bolivar, claiming the third. One of the interesting features of this race was the fact that Howie Slocum, No. 4X of Allentown, blew his left front tire in about the middle of the race and still, through skillful driving and expert handling, ended up in the fifth position.

Although dame nature again threatened to cancel out the evening's program, once it got underway, it was so successfully managed that there was no time lost between the individual races, and separate heats. As a result, the entire card of racing was completed by 11:30 p. m., which included the exciting demolition derby.

For a re-cap of the evening's results: In the Sportsmen Division—Don Lamb, No. 49, took the first heat; Dutch Strang, No. 14, won the second heat; Warren Mosier, No. 3, placed 1st in the 3rd heat; with Glen (Tiny) Timme, No. 80X, taking the "Consy"; and Richard Kilgour, No. 88, winning the feature.

In the Modern Class, Ed Baldwin, No. 8X, won the first heat; Jim Hakes, No. 37, took the 2nd heat; and Merv Treichler, No. 58, easily won the "Consy". In the hotly contested feature, Ray Jordan No. 3, won the "Checker" with Joe Tomes, No. 13, placing 2nd; Zon Davison, No. 39, taking 3rd; and Tom Ginnery, No. 77, ending up in 4th place.

The feature races at Sportsman's Raceway on Saturday were called off because of rain.

John Sharp of Mansfield won first place in the first Novice Heat Race. For the second Novice heat Phil Pipe, Corning, took first place.

Don Rio of Ulysses, Pa., won the B-Modified heat with Bill Layfield of Wellsville, placing second and Gabe Hanes of Galeson, third.

For the first modern heat race George Hilliard of Genesee took the honors.

Warren Kinney of Tioga, Pa., returned to the races on Saturday after being away with mechanical difficulties. He took first place in the second modern heat race. Don Rio of Ulysses, Pa., came in with a close second place. Shifty Sherwood, Ulysses, won third position.

Art Tomak of Ulysses won the Modern Consolation race of the evening. Don Rio came in second and Bill Layfield, third.

Richard Rhinn of Bath, won the Novice Consolation Race and Don Halladay, Andover, placed second and Harold Jewell, Bath, took the third position.



40 YEARS AGO

July 25, 1924  
J. H. Backus & Son, Publishers  
Mr. and Mrs. John Cannon and sons, James and John Jr., of Mt. Jewel were visiting friends in this area this week.

Miss Goretta Trowbridge and Clifford Page of Elm Valley were married in Wellsville Saturday evening.

Miss Ruth M. Cleveland of Lancaster and Jesse D. Kemp of Andover were married in Lancaster. Mrs. D. A. Murphy of Johnston, Pa., is spending a few weeks in Andover visiting Andover relatives.

Mr. and Mrs. H. S. Thorne and Mr. and Mrs. Henry Bennett motored to Canandaigua over the week-end visiting relatives in that area.

Mr. and Mrs. L. D. Banter and children are guests at the home of Mr. and Mrs. E. D. Baker.

Mr. and Mrs. S. F. Kelley of Salamanca spent Tuesday guests at the home of her brother, Mr and Mrs. T. K. Regan.

Mrs. Ezra Slocum and granddaughter, Miss Ruth Slocum, are visiting her sister, Mrs. Herman Tennis at Randolph.

30 YEARS AGO

July 20, 1934

J. H. Backus & Son, Publishers  
Mr. and Mrs. Victor Dailey are the parents of a daughter, born Thursday, July 12th.

Mr. and Mrs. I. H. Gilfillan are passing two weeks at Cumberland, Md.

Mrs. James Lockinon and Miss Margaret Dower of Buffalo were guests of their sister, Mrs. James Lynch, Friday and Saturday.

Mrs. Polly Edwards and sister, Mrs. Jesse Atkins of Whitesville spent Saturday and Sunday guests of Mr. and Mrs. Robert Church and family.

Mr. and Mrs. Cecil L. Clark of Mid West Wyoming are visiting his parents, Mr. and Mrs. H. G. Clark.

Mr. and Mrs. Charles Hammond, Miss Margaret Pustine and Mayor E. A. Mullen left Sunday for a visit with Mr. and Mrs. Ray Hammond at Odebolt, Iowa and the Century of Progress Exposition at Chicago.

Messrs. Wallace, Francis and Decatur Clarke left Thursday for a visit at the Century of Progress in Chicago.

Mr. and Mrs. John Briggs and family motored to Allegany State Park Sunday. Clyde Briggs returned home with them from Boy Scout Camp.

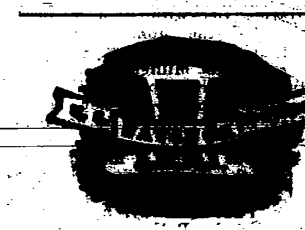
Mr. and Mrs. Albert Rogers left Saturday for the Century of Progress at Chicago.

Mrs. Catherine Cook and family of Whitesville, N. Y., are passing the summer at the home of Mr. and Mrs. George Boole.

Miss Mary Snyder and Miss Emma Folsing left Sunday for Albion, N. Y., where they will visit Mr. and Mrs. B. F. Horton.

Mr. and Mrs. John Gillen of Chicago are visiting her sister and family, Mr and Mrs. John Mitchell

Boost Your Home Town



In the B-Modified Consolation race Lyle Cornelius of Wellsville took first place and Stanley Brown of Lawrenceville, came in second.

Next Saturday night Sportsman's Raceway will present the regular racing program plus the three feature races that were not presented last week. Also, another feature, a Demolition Derby, will be held.

THE ANDOVER NEWS

Published Weekly by THE NEWS PRINTING HOUSE

Jeanne Backus Allen and Ralph A. Allen, Owners

Entered as Second Class Mail Matter at the Post Office at Andover N. Y., under the Act of Congress, March 3, 1879.

Subscription Price \$3.50 a year.